PRO RALLY SERIES -
RULES

Appendix A
1972 Rally Board Minutes

1. PURPOSE

The purpose of the SCCA Pro Rally Series is to encourage participation in and support of, on a national basis, rallies offering a driving challenge. The rallies in this series will follow a format as closely as possible as those counting toward the FIA World Championship. However, safety and state regulations will be of key importance in competing in and staging of these events.

2. REGULATIONS

The regulations for the Pro Rallies are set by the SCCA Rally Board. These regulations shall govern all SCCA Pro Rallies counting toward the Professional Rally Championship.

A set of these rules is available to all organizers and contestants. Organizers are responsible to the Rally Board for adherence to these regulations.

The Rally Board reserves the right to make such changes in these Regulations and appendices as may be deemed necessary or advisable.

3. SCCA PRO RALLY SANCTION

In order to be eligible for inclusion in the SCCA Pro Rally Series, a proposed event must be sanctioned by the SCCA Rally Board. An SCCA Region applying for an event sanction shall submit to the Rally Board via the Rally Director a detailed description of the proposed event, including requests for any exceptions to these regulations. Evidence must also be submitted indicating that one or more key members of the rally committee is an experienced competitor in events of this type and has demonstrated ability as an organizer of a major rally. The Rally Board forsees that some new and unproven events will require pre-checks. When the Rally Board deems a pre-check necessary, prior to granting sanction, it will be the organizing Region's responsibility to supply out-of-pocket expenses and transportation if necessary, for the pre-checker to inspect the rally. The Region's responsibility for pre-check expenses shall not exceed $100. The Rally Board or its designated authority will appoint the official pre-checker.

The Rally Board specifically reserves the right to refuse sanction or a sanctioned event may have its sanction revoked if the rally appears not to conform with required standards. Application for Pro Rally Sanction status or acceptance of it by any SCCA Region shall constitute recognition of these rights.

Sanction fee for a Pro event shall be $5.00 per starting car with a $100 minimum fee. The minimum fee shall be submitted to the Rally Director along with sanction request at least 120 days prior to the scheduled date.

In any one calendar year there shall be no more than 12 events sanctioned counted toward the Pro Series Championship. There shall be a minimum of two weekends between sanctioned events.

4. ACCEPTANCE OF REGULATIONS AND RULES

Each committee that undertakes to organize an SCCA Pro Rally and each contestant entered in a Pro Rally shall be deemed to be familiar with and shall be bound by these regulations.

5 ENTRY REQUIREMENTS

5.1 Entry Blank

Application for entry in an SCCA Pro Rally shall be made by means of the official entry form, approved by the Rally Board, to be furnished by the Rally Committee. Forms are available from the SCCA Rally Director. The form shall contain or be accompanied by full instructions for its submission which shall mention the date of closing of entries.

5.2 Number of Contestants per Crew

Each car participating in an SCCA Pro Rally shall have two and only two occupants. Once the event is under way, crew members cannot be substituted.

5.3 Non-Members

A Rally Committee may permit non-member (SCCA) crews to enter and participate in an SCCA Pro Rally. Such crews shall be eligible to win money and receive awards, but are ineligible for Pro Rally Championship points. All SCCA members must show current membership card at Registration.

5.4 Drivers' Licenses and Competitors' Licenses

All drivers shall be required to display a valid automobile operator's license for the state in which they reside. A learner's permit shall not constitute a valid license.

All competitors must hold a valid SCCA PRO Rally License. Such licenses will be issued by the SCCA club office upon receipt of a properly completed PRO Rally Competitor's License Application form. In addition, all competitors and entrants in F.I.A. listed Pro Rallies must hold valid F.I.A. driver's and/or entrant's licenses which may be secured through the SCCA club office upon receipt of properly filled out forms.

5.5 Car Registration and Eligibility

As evidence that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the permission of the owner, the car registration certificate or the certificate of ownership must be available for inspection by officials before the start of the rally and at any time during its progress.

All street licensed four wheel vehicles (including 4 wheel drive) are eligible to compete after passing the event's safety inspection. The addition of protective devices for the engine sump, transmission, differential and gas tank(s) is allowed. Fuel cells and/or larger gas tanks or reserve tanks may be installed. Fuel cells and/or larger gas tanks or reserve tanks may not be fitted in or encrouch upon the passenger compartment.

Roll bars meeting either current F.I.A. or SCCA specifications are required in all vehicles. The diagonal bracing in the SCCA specifications will not be required. Roll cages are recommended in all closed vehicles.

5.6 Liability Releases

All entrants, Rally Committee members and workers in an SCCA Pro Rally must sign a waiver, in such form as may be prescribed by the Rally Board and/or the Rally Committee, releasing all parties designated in the waiver from any and all liability of any nature whatsoever in connection with the event.

5.7 Commercial Advertising

All competing vehicles in an SCCA Pro Rally may be required to carry event sponsor advertising supplied by the organizers.
Commercial advertising in good taste is allowed on any vehicle.

5.8 Refusal of Entry

SCCA reserves the right to bar any member or non-member from participating in the SCCA Pro Rally Series. A Rally Committee shall have the authority to accept or reject an entry. If an entry is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible.

6. ENTRY FEES

Entry fees are to be set by the sponsoring region and the fee spelled out in the event's general announcement.

7. SAFETY INSPECTION

Each car entered in an SCCA Pro Rally shall be subjected to a safety inspection within the twenty-four hour (24) period immediately preceding the start of the event and at a suitable location designated by the Committee. Items to be checked will be spelled out in the event's supplementary regulations. Cars may be subject to inspection at any time during conduct of the event by the Rally Committee. Cars found to be unsafe will be barred from further competition on the event.

The inspectors shall conduct the safety inspection in accordance with the standards prescribed by the rally committee. As a *minimum* requirement, the following vehicle equipment shall be operable and in safe condition:

1. Headlights (high and low beams) and parking lights
2. Taillights and stoplights
3. Horn, windshield wipers and directional signals
4. Rear-view mirror
5. Footbrakes (to be subjected to a moving brake test) and parking brake (to be tested for holding ability)
6. Tires, including spare (to be inspected for condition of sidewalls as well as tread)
7. Roll bar meeting current F.I.A. or SCCA specifications.

In addition, each car must have aboard, in an accessible location, the following items of safety equipment:

1. First-aid kit (Johnson and Johnson Auto First Aid Kit or equivalent)
2. Minimum of 6 fifteen minute road flares
3. Fire extinguisher of at least 2 B:C rating
4. Tow rope

Moreover, each car must be provided with crash helmets, seat belts, and/or shoulder harness, securely installed, for the driver and navigator.

The entrant of any car initially failing to meet the requirements prescribed by the rally committee shall be given reasonable opportunity to remedy the deficiency and to re-submit the car for inpsection as the committee may direct.

8. INSURANCE

An SCCA Pro Rally and its sponsoring Region shall comply with the Insurance requirements of the Club as outlined in the SCCA Operations Manual, Insurance Guide, and amendments thereto, copies of which are in the possession of each Regional Executive.

The driver (or owner) of a car participating in an SCCA Pro Rally which is involved in an accident resulting in personal injury or vehicle or property damage must obtain an SCCA Accident Report form from the Rally Committee or SCCA club office, complete and file the report within 10 days of the accident.

9. SUPPLEMENTARY REGULATIONS

An SCCA Pro Rally may have its supplementary regulations supplementing these regulations.

The supplementary regulations for an SCCA Pro Rally shall contain all rules and regulations governing the rally, together with detailed data concerning timing and scoring procedure, penalties, awards and shall provide other information essential to the contestant's understanding of the event, and specifically stressing route-following and timing. They shall also contain a glossary of terms used in the event.

10. ELIGIBLE EVENTS

In order for an event to be eligible for Pro Series sanction, it must meet the following standards:

10.1 Speeds

Maximum speed assigned to any section will be at least 10% under the maximum legal limit of the state through which the rally runs.

10.2 Length

The minimum length shall be 8 hours or 200 miles, whichever is longer. It is further suggested that events run the competitive portions at night.

10.3 Description

The Rally Board encourages that events in the Pro Series follow a stage rally format.

Experience has shown that this type of event fulfills the Pro Series purpose and is quite popular with contestants.

The stage format is a series of short drivers sections connected by a series of low speed transit runs. The drivers sections determine the event winners and the transit runs serve only to link these portions of the rally together.

Whenever a scheduling conflict occurs a stage rally will be sanctioned over an average speed rally.

10.4 Mileages

Mileages to the nearest 00.01 mile shall be given at each action point (every instruction) exactly describing the route. Wherever necessary, further confirming instruction shall be given at all action points. The object of the Pro Series is to offer driver challenge - course following is to be as easy as possible.

10.5 Timing

Timing must be to a unit not smaller than 6 seconds and not larger than one minute, with the exception of stages or special sections as may be included in the event. Timing rules for each event should be clearly spelled out in the event's supplementary regulations. Contestants that miss any scored control shall be considered as non-finishers (DNF). Any car that arrives at any control more than 30 minutes earlier or later than his scheduled arrival time is considered to have missed the control.

10.6 Observation Control

Each event shall have a minimum of at least one observation control for the purpose of determining if competitors' cars are adhering to state motor vehicle codes. Competing cars determined to have violated the code shall be disqualified.

10.7 Scoring

For the purpose of scoring in the series championship standings, all cars will compete in one class. However, this is not to prevent individual events from offering other awards.

10.8 Starting Order

A preferred draw or seeding of entrants based upon experience on previous rallies of this type is allowed for all Pro Series events. Method of draw, if used, should be spelled out in the event's General Instructions.

10.9 Awards

It is recommended that cash awards along with a token award be made to all award winners. The distribution of cash awards must be stated prior to the running of the event. Committees giving cash awards will be subject to SCCA policy concerning cash awards. Copies of this policy are available from the club office via the Rally Director. Token awards shall be given to all winners. Awards will be to the top 3 places or 10% of the starting field, whichever is greater.

11. ANNUAL PRO SERIES CHAMPIONSHIP

Each year the SCCA shall recognize a Pro Series Rally Champion. The championship shall be determined on the basis of points earned in the best five of the first seven events the competitor starts in. Points shall be determined by the following formula:

$$100 \times \left(1 - \frac{\text{CARS FINISHING AHEAD OF ENTRANT}}{\text{TOTAL NUMBER OF STARTING CARS}}\right)$$

Contestants who do not finish the event will not be awarded points.

Official results shall be mailed to all contestants and the SCCA Rally Director within two (2) weeks after completion of the competitive portion of the rally. To be official, results must contain leg by leg scores as well as positions earned.

12. CLAIMS AND APPEALS

All claims concerning an individual event shall be settled by a Committee made up of three. The Claims Committee shall consist of one member of the Organizing Committee, a Rally Steward appointed by the Rally Board or its designated authority, and one contestant chosen by the Rally Steward. The procedure to write and collect claims will be outlined in the event's supplementary regulations. Claims shall be accepted on conditions that appeared on the route and checkpoint procedures.

A fee of $15.00 shall be submitted with all claims; the fee shall be returned if the claim was submitted in "good faith", regardless of its disposition.

There shall be no appeal procedure available to either contestants or organizers.

13. RALLY STEWARD

The Rally Steward shall be a voting member and chairman of the Claims Committee (see Section 12 above). At the completion of the event, the Rally Steward shall file a comprehensive report with the SCCA Rally Director on all aspects of the event.

14. STAGES

The following is written for rallys wishing to use stages.

A Stage is an elapsed time segment of the route intended to maximize the challenge to the driver within the average speeds permitted by these regulations. The definition of a stage and its regulations are given below:

A. The stage must be identified in the route instructions, with mileages for the start and finish control.
B. Competitors shall be allowed to start the stage at the 00 second mark of their Time Out Minute.
C. Competitors shall start the stage on separate minutes.
D. There shall be no uncontrolled intersections within the stage.
E. There shall be no habitations within the stage unless the occupant has consented.
F. The road chosen as the stage shall be of such a nature that it is virtually impossible to sustain a speed in excess of the legal maximum speed and shall be suitably marked to prevent incorrect course.
G. Any rally that contains stages must have competitors wear helmets while competing on stages.